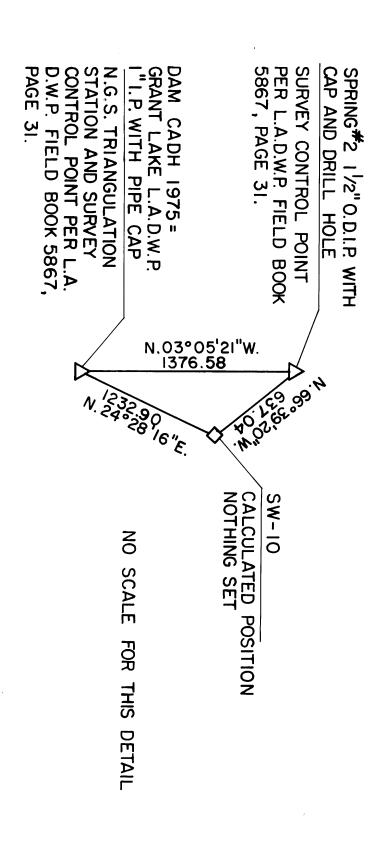
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CALIFORNIA, BEING SECTIONS 10 THE UNINCORPORATED TERRITORY OF AND II, T. I S., R. 26 E., M. D. M. COUNTY OF MONO, STATE 읶

NW - 10
SHOWS ON L.A.D.W.P. FIELD BOOK 1135, PAGE 5 (JUNE 15, 1941) AS "STK IN ROCK MND. ON FENCE LINE (FENCE BROKEN DOWN)" CALTRANS COORDINATES, PER THIS SURVEY, WHEN COMPARED TO L.A.D.W.P. POLYCONIC COORDINATES INDICATES THIS IS IN THE SAME POSITION AS THE NAIL IN ROCK RING FOUND CALTRANS.

SHOWS ON L.A.D.W.P. FIELD BOOK 1135, PAGE 6 (JUNE 15, 1941) AS SETTING A "2"1.P. IN CONC. FROM TIES IN F.B. 5867, PG. 34". CALTRANS SURVEYORS FOUND THIS MONUMENT DESTROYED AND OUT OF POSITION (BY $75'\stackrel{\perp}{=}$). A POSITION FOR SW-10 WAS CALCULATED BASED ON L.A.D.W.P. POLYCONIC COORDINATE LIST. THE ANGLES AND DISTANCES BETWEEN POINTS ON SAID COORDINATE LIST ARE IN GOOD AGREEMENT WITH CALTRANS CORRESPONDING ANGLES AND DISTANCES. SW-10 SHOWS ON L.A.D.W.P. MAP Nº 8433, SHEET 22-76-502 (1931 VINTAGE) AS "ROCK MON.". ALSO A TIE IN L.A.D.W.P. FIELD BOOK 5867, PAGE 34 (MAY 20, 1936), NO DESCRIPTION HOWEVER. ALSO



W-10 1/4 COR

POSITION CALCULATED BY INTERSECTING THE BEARING FROM CNTR-10 THROUGH THE $2^{1}\!\!/2^{-1}\!\!/2^{-1}$ (i.e., THE FENCE BEARING) WITH A STRAIGHT LINE BETWEEN FOUND NW-10 AND THE C. POSITION OF SW-10. 2" O.D.I.P. CALCULATED

S-10 1/4 COR

(2) N.52° 19'59"E., 33.58' () N.31 ° 11 '53"E., 147. 12' THESE N. 89°44'24"E. 2605.40 N.87°03'40"E. N.89°17'45"E.,2632.15 CALCULATED
BY SINGLE
PROPORTION
SET CADT BRASS CAP
ON 2" O.D.I.P. S-10¹/4 COR. STONE MOUND 9 8 S.89°48'24"E,2578.81 **N**O N. 89°44'24"E. 2605.40 ON SIDE \$ 2531.7408"E 2"O.D.I.P. WITH "NE 40 BES" PAINTED SCALE FOR SIHT DETAIL

WITH RELATIONSHIP STONE CNTR-IO AND N-IO MOUND AND 2"O.D.I.P. TO SW-IO AND SE-IO. ALSO THE SINGLE PROPORTION POSITION FITS MUCH BETTER '/4 COR. WERE NOT ACCEPTED AS THE 1/4 CORNER DUE TO THEIR POOR

STATE HIGHWAY CONSTRUCTION IS IN EXCELLENT AGREEMENT NE-IO SHOWS ON L.A.D.W.P. MAP Nº 8433, SHEET 22-76-502 (1931 VINTAGE) AS "11/4" IRON PIPE". ALSO SHOWS ON 19 PLANS (NO DESCRIPTION) WITH DISTANCE TO HIGHWAY 395 CENTERLINE. SAID DISTA WITH DISTANCE FROM THIS SURVEY.

NE-II SHOWS ON L.A.D.W.P. MAP Nº 8433, SHEET 22-76-502 (1931 VINTAGE) AS "11/4" IRON PIPE B.E.S.#30"

SE-II SHOWS ON L.A.D.W.P. BOUNDARY POST FIELD BOOK 1135, PAGE 7, (SEPTEMBER 2,1941) AS "11/2" 1.P., FENCE COR, 4"×4" FORE:

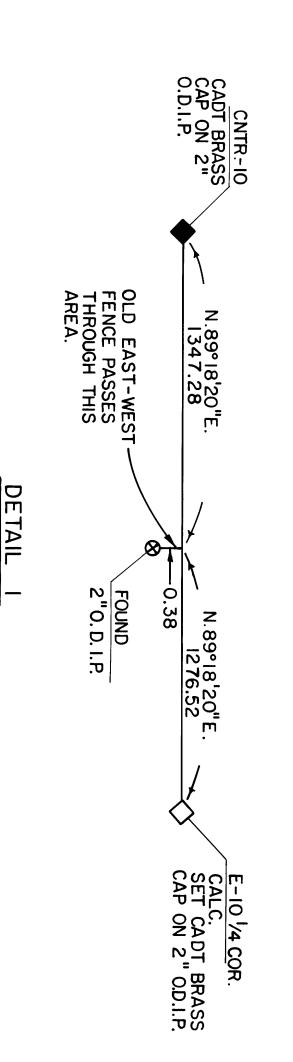
S-111/4 CALCULATED POSITION NOTHING SET COR LINE BETWEEN SE-IO AND SE-II. ALSO L.A.D.W.P. FIELD BOOK 1135, PAGE 7 (SEPTEMBER 2,1941) SHOWS A 2"x 4" STK " 6.2' SOUTH OF A STRAIGHT FOUND 3"x 3" WOOD POST GROUND LEVEL MONUMENT WAS FOUND U.S.F.S. BOUNDARY SIGN ON IT. NOT ACCEPTED AS N. 88°59'**36**"E, 2662,91 1/4 COR. SINCE NO THAT HAD CALCULATED BY SINGLE PROPORTION S-111/4 COR. 4.07-N.88°59'36"E. 2662.91 **N**0 SCALE FOR THIS DETAIL 2" O.D.I.P.

POSITION CALCULATED BASED ON TIES IN CALTRANS FIELD BOOK 41, MNO-23-G, PAGE 58 (AUGUST 18,1930) WH TIES "ORIG. STAKE & NEW STAKE & F. S. BNDRY SIGN " AND CALTRANS FIELD BOOK MNO-23-G, PAGES 20-97 AT PAGE 37 (DECEMBER 17, 1934) WHICH TIES " 3" X 3" STK. & NATL. FOREST BDY. SIGN ". THESE TWO TIES POSIT THE CORNER AT THE SAME LOCATION. ALSO FOUND AN OLD HUB WHICH BEARS S.88°48'49"E., 7.20 FEET FROM A CALTRANS CONCRETE C. THE CALCULATED POSITION. THIS HUB APPEARS TO HAVE BEEN ERRONEOUSLY SET FROM A CALTRANS CONCRETE "C" MONUMENT WHICH WAS SET (PROBABLY IN 1936) 7'≟ OUT OF POSITION.

10 1/4 COR

 $E-10^{1}/4~COR$.

CALCULATED BY INTERSECTING OLD EAST-WEST FENCE WITH A STRAIGHT LINE BETWEEN SE-10 AND NE-10.



<u>N</u> SCALE